

SAILING DIRECTIONS CORRECTIONS

PUB 192 **7 Ed 2000** **LAST NM 5/03**

Page 129—Line 14/R; read:
rate of 1.2 knots.

Pilotage.—For rules and regulations concerning the pilotage of large vessels (including tankers and bulk carriers) navigating in the German Bight (Inner Deutsche Bucht) and proceeding to the Ems, Jade, Weser, or Elbe, see Pilotage under Approach Routes to German Bight.

For pilotage rules and procedures concerning all other vessels navigating in the German Bight and proceeding to the Ems, Jade, Weser, or Elbe, see Pilotage under the description of each individual estuary.

Regulations.—Below are extracts from the Traffic Regulations applying to all German waterways which are of particular significance to the waters described in this Sector.

Extraordinary large vessels are those exceeding the normal maximum dimensions (length, beam, and draft) which have been announced for entry into a waterway. Such vessels require a special permit from the local authorities prior to entering. For more information, see Regulations under the description of each river.

The starboard side of the fairway is that which is on the starboard side of a vessel when entering from seaward. Where a fairway connects two parts of the sea or two bodies of water separated from one another by shallows, the starboard side of the fairway is deemed to be on that side of the fairway which a vessel arriving from the W (any direction from S to N through W) passes on its starboard side. Where doubt may exist, due to the tortuous nature of a channel, the N most entrance into such a fairway is to be used as the means for determining the starboard side of the fairway.

Generally, vessels should navigate on the right side of the fairways. In specified places within the waterways, certain vessels, with permission, are authorized to navigate on the left side. Overtaking is normally carried out on the left side.

(BA NP 55; NIMA) 6/03

Page 130—Lines 20 to 28/L; read:
recommended by the IMO as a two-way route for the following vessels:

1. Tankers of 10,000 grt and over transporting oils listed in Annex I of Marpol 73/78.
2. Vessels of 5,000 grt and over transporting noxious liquid substances in bulk listed as Categories A or B in Annex II of Marpol 73/78.
3. Vessels of 10,000 grt and over transporting noxious liquid substances in bulk listed as Categories C or D in Annex II of Marpol 73/78.
4. Vessels of 10,000 grt and over transporting liquified gases in bulk.

The IMO recommends that the Off Brown Ridge TSS, West Freisland TSS, and German Bight Western Approach TSS should be used by these vessels in continuation with the two-way route.

The IMO recommends that the above vessels should not use the Texel TSS, the Off Vlieland TSS, nor the Off Terschelling—German Bight TSS.

In addition, such vessels should avoid the sea area lying between the mandatory route and the Frisian Islands, except when joining or leaving the route at the nearest point to the port of destination.

The above vessels must use the mandatory route, or part of it, under the following circumstances:

1. When sailing from Noord Hinder (51°57'N., 2°53'E.) to the Baltic Sea or to North Sea ports in Norway, Sweden, Denmark, Germany, or the Netherlands, N of latitude 53°N.
2. When sailing between North Sea ports in the Netherlands and/or Germany.
3. When sailing between the United Kingdom or Continental North Sea ports S of latitude 53°N and ports in Scandinavia or the Baltic Sea.
4. When sailing between Noord Hinder, the United Kingdom, or Continental North Sea ports S of latitude 53°N and oil loading facilities (offshore or shore-based) in the North Sea area. However, this does not apply to vessels sailing between ports on the E coast of the United Kingdom, including Orkney and the Shetland Islands.

Vessels which cannot safely navigate the mandatory route because of their draft are exempted from the requirement to use the S part of it. Such vessels are strongly recommended to use the W branch of the Deep Water Route and proceed via the DR1 Lighted Buoy and the Off Botney Ground TSS.

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Page 130—Lines 31 to 57/L; read:

Germany has promulgated regulations pertaining to vessels navigating in an area extension to its territorial sea located within the German Bight (Deutsche Bucht). This area extension lies in the vicinity of the Jade Approach TSS and may best be seen on the chart.

Deep-draft vessels constrained by the tide in the waterways into which they are proceeding are deemed to be right-of-way vessels when navigating inbound on the routes leading between the GB Lightfloat (54°11'N., 7°26'E.), or the deep water anchorage located close S of the lightfloat, and the Rivers Jade, Weser, or Elbe.

In this case, a right-of-way vessel is defined as “a vessel restricted in her ability to maneuver” as per Rule 3(g) of the International Regulations for Preventing Collisions at Sea. Such vessels should display the appropriate lights and signals as per Rule 27(b).

In practice, this regulation applies especially to vessels proceeding E within the Off Terschelling—German Bight TSS. Such vessels must not in any way impede those large ships, especially tankers, which are heading from the German Bight Western Approach TSS towards the Jade, Weser, or Elbe river entrances.

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Page 137—Lines 43 to 53/L; read:

Anchorage.—Borkum Reede (53°33'N., 6°41'E.), a designated anchorage area, lies on the S side of the main fairway

in Randzelgat and has depths of 15 to 19m.

Vessels with drafts suitable to enter Osterems may anchor in depths of 13 to 18m within an area lying on the N side of Borkum, in Voorentief.

A large designated anchorage area lies in Alte Ems (53°30'N., 6°45'E.) and has depths of 10 to 13m. The NW section, known as Alte Ems Reede, is a general anchorage; the central section is an explosives anchorage; and the SE section is a tanker anchorage. The SE section may be used on request by vessels other than tankers.

Dukegat Reede, a designated anchorage area, lies in the SE part of Alte Ems and has depths of 11 to 15m. It is used as a transshipment and lightening anchorage.

Due to the changeable depths in the N part of Alte Ems, vessels generally approach the anchorages in this vicinity from S via the main fairway in Randzelgat.

Gas Tanker Anchorage (53°25'N., 6°57'E.), a designated area, lies on the E side of the main fairway in Ostfriesische Gatje. It has depths of 8 to 11m and is used by gas tankers with a length less than 230m and a draft less than 7m.

The limits of the above anchorage areas are marked by buoys and may best be seen on the chart.

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